

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	Poland	REPORT	<input type="text"/>	25X1
SUBJECT	Reconstruction and Repair of Roads near the East German-Polish Border	DATE DISTR.	31 May 1954	
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1. The voivodship of Zielona Gora (Gruenberg) shares a common frontier with East Germany for a considerable distance along the Oder and Neisse rivers. In 1953, the Polish government began repairing various war-damaged roads in the Zielona Gora voivodship border area, and many curves were eliminated and the roads straightened. Since this area is not densely populated, the repairs were not necessary from a traffic point of view, and the condition of the roads, moreover, did not warrant such extensive repairs. The conclusion, therefore, is that the reconstruction work was undertaken for military and war purposes.
2. First to be repaired were the roads closest to the East German frontier in the Gorzow (Landsberg), Sulecin (Zielenzig), Rzepin (Reppen), Krosno (Crossen), and Gubin (Guben) districts. Personnel from army engineering regiments and battalions were engaged on the road construction work during a considerable portion of the year. This occurred mostly during the periods when the units' manpower had been increased by reservists called up for army service. The engineering units were principally engaged on bridge construction or reconstruction projects. In addition to the engineering units, large groups of youths from the Service to Poland (Sluzba Polsce-SP) organization and from labor battalions also work on the roads. The labor battalion recruits include some women.
3. The road construction is being done by the voivodship building association (Wojewodzkie Zjednoczenie Budowlane), which has, for some time, been subordinate to the military authorities who control these works.
4. Many roads are expected to be completed during 1954, and in order that this may be accomplished, more workers, machines, and building materials, particularly for bridge construction, will be sent to the area.
5. One of the reconstructed roads intended purely for military purposes is the highway from Kostrzyn (Kuestrin) to Slubice (Frankfurt) on the Polish side of the border;

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25 YEAR  
RE-REVIEW

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hundreds of engineers are at work on this highway construction project. Provided the building materials arrive on time, the bridge over the Oder near Slubice should be completed in the summer of 1954; the building material, however, has often been delayed. The highway from Kostrzyn to Slonsk (Sonnenburg) has also been constructed.

6. The road surfaces are mainly coarsely ground stone, filled in with concrete; below this is a layer, some 25 to 30 centimeters thick, of larger stones which have been crushed by road rollers. The large stones are sometimes taken from nearby fields. Because the construction work progresses at such a fast pace, the workers, perforce, sacrifice good work to speed, with the result that the road foundations are not solid. Since the defect lies below the road surface, it is not easy to detect. The road work has been mechanized.
7. The extensive road construction has resulted in shortages of all materials, e.g., cement. Often, only about half or, at most, three quarters of the required amount of cement is available, and substitutes such as clay have been used, with the result that the top surface of the road cracks or splits. When this happens, many individuals are arrested for sabotage. The rebuilding, however, proceeds in the same manner, but occasionally some other material is mixed with the clay so that it will hold up a little longer.

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